

***ACKNOWLEDGEMENT***

Receipt is acknowledged of the claim amendment filed April 7, 2010, which papers have been entered.

Receipt is acknowledged of the replacement figure 2 filed April 7, 2010, which has been entered.

***EXAMINER'S AMENDMENT***

An examiner's amendment to the record appears below. Should the changes and/or additions be unacceptable to applicant, an amendment may be filed as provided by 37 CFR 1.312. To ensure consideration of such an amendment, it **MUST** be submitted no later than the payment of the issue fee.

Authorization for this examiner's amendment was given in a telephone interview with Mr. Jay Franklin on April 12, 2010.

The application has been amended as follows:

Claim 24, lines 11-12, replaced the phrase "clutch device" with --clutch--.

Claim 27, line 5, replaced the phrase "brake system" with --a brake system--.

Claim 27, line 8, replaced the phrase "a input torque" with --an input torque--.

Claim 27, line 11, replaced the phrase "the hydraulic pump" with --a pump of the hydrodynamic torque converter--.

Claim 30, lines 2-3, replaced the phrase "of the value to the braking signal being defined" with --defining the value of the braking signal--.

Claim 33, line 1, replaced the phrase "the vehicle" with --a vehicle--.

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Claim 33, line 10, replaced the phrase “the hydraulic pump” with --a pump of the hydrodynamic torque converter--.

### ***REASONS FOR ALLOWANCE***

Claims 24, 26, 27, 29-33 are allowable over the prior art of record.

The following is an examiner's statement of reasons for allowance: the best prior art of record, Reiger et al. (US 7025708 B2), taken alone or in combination of other references, does not teach or fairly suggest: (a) a method for controlling functions of a vehicle comprising: detecting actuation of a brake system with a brake system sensor; determining the input torque of a clutch that is located between a hydrodynamic torque converter and the drive wheels of the vehicle, wherein the determination is based on a rotational speed of a pump of the torque converter, a rotational speed of a turbine of the torque converter and a characteristic rotational speed line of the torque converter; and disengaging the clutch as a function of the determined input torque of the clutch and the braking signal; or (b) a system comprising components (brake system sensor, clutch, hydrodynamic torque converter) configured to perform the method in (a).

### ***CONTACT INFORMATION***

Any inquiry concerning this or any earlier communication from the examiner should be directed to Examiner Peter Nolan, whose telephone number is 571-270-7016. The examiner can normally be reached Monday-Friday from 7:30 am to 5:00 pm.

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If attempts to reach the examiner by telephone are unsuccessful, the examiner's supervisor, Thomas Black, can be reached at 571-272-6956. The fax number for the organization to which this application or proceeding is assigned is 571-273-8300.

Information regarding the status of an application may be obtained from the Patent Application Information Retrieval (PAIR) system. Status information for published applications may be obtained from either Private PAIR or Public PAIR. Status information for unpublished applications is available through Private PAIR only. For more information about the PAIR system, contact the Electronic Business Center (EBC) at 866-217-9197 (toll-free).

/Peter D Nolan/

Examiner, Art Unit 3661

4/12/2010

/Thomas G. Black/

Supervisory Patent Examiner, Art Unit 3661